2006 0001
IGSL

Ruth

WATERFRONT DEVELOPMENT PLAN

REDWOOD CITY, CALIFORNIA

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

JAN 13 2006

IVERSITY OF CALIFORNIA

2006
0001

WATERFRONT DEVELOPMENT PLAN

Redwood City, California
April, 1974

WATERFRONT COMMITTEE

City Council Members	Planning Commissioners
Robert E. Norris, Chairman	John G. Murphy
Marguerite Leipzig	William J. Price
James S. Williams	

Park and Recreation Commissioners	Port Commissioners	Civic Cultural Commissioners
James F. Knect	Gerald O. Johnson	Robert Buickerood
Diane J. Pound	L. M. Mauk	George L. Dragan

This report was prepared by the Redwood City Planning Department,

Ken Schroeter, Planning Director

Joel Patterson, Project Manager

with input and review by the following agencies and individuals:

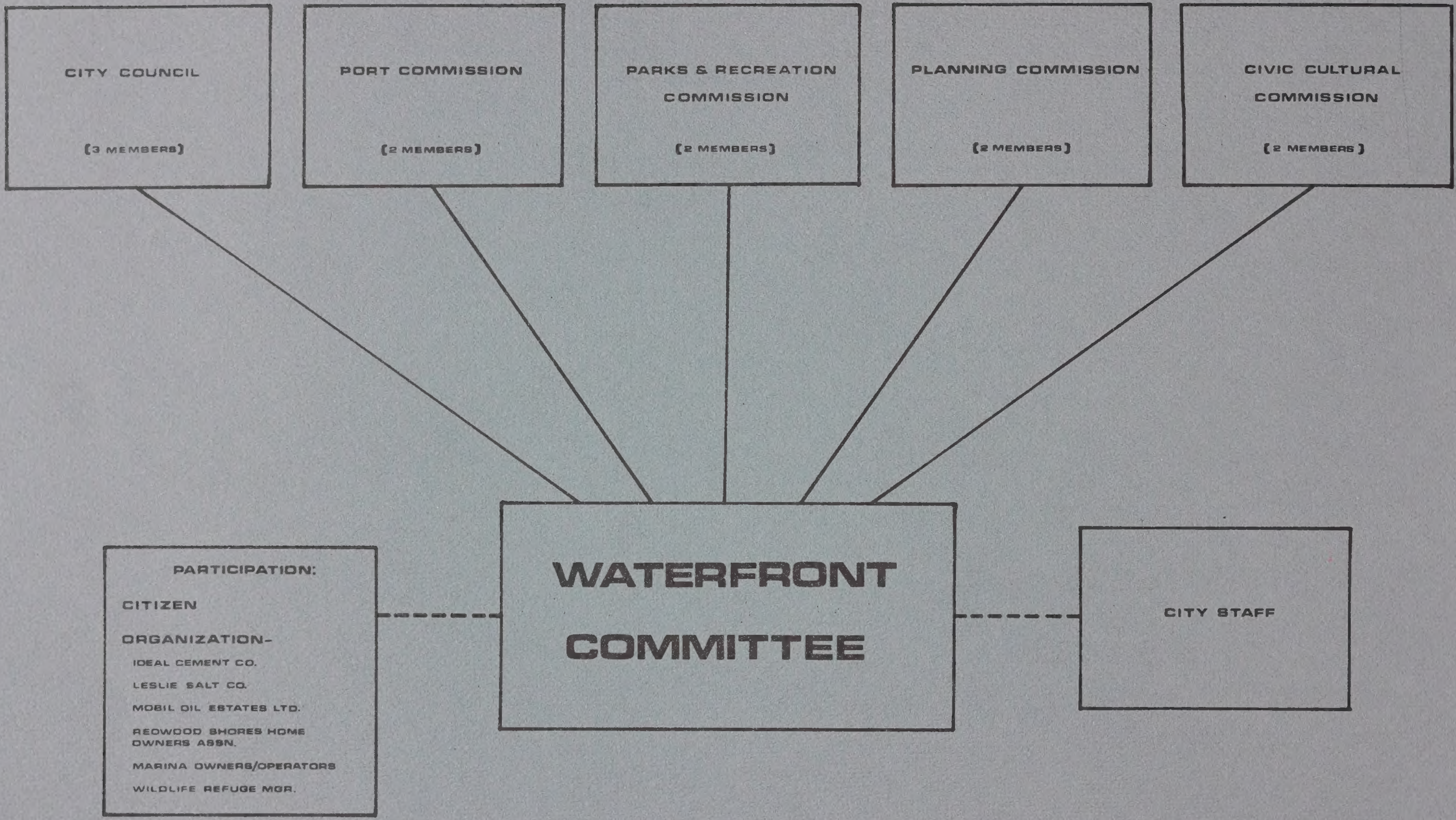
Dr. Robert G. Brown, Port Commission
Gary D. Doupnik, Port Commission
Mitchell E. Webber, Port Commission
Fred DePietro, Port Manager
John Mackenhousen, Harbor Master
Pete Uccelli, Pete's Harbor
Jack Rump, State Lands Division
Gene Masciarelli, S. M. County Plan. Dept.
Walter Stieglitz, Manager, S. F. Bay National Wildlife Refuge
Neil Smith, Mobil Oil Estates, Ltd.
Wolf Thiersch, Mobil Oil Estates, Ltd.
Dick Collet, Leslie Salt Co.
Gilbert Rodli, Ideal Basic Industries
Dennis Rosengarten, Ideal Basic Industries

TABLE OF CONTENTS

	page
INTRODUCTION	1
DESCRIPTION OF THE WATERFRONT	5
WHY ARE WE PLANNING THIS AREA?	11
GOALS	13
Residential	14
Parks and Open Space	14
Commercial	14
Industrial	15
Port of Redwood City	15
National Wildlife Refuge	15
LAND USE	17
Residential	18
Commercial	20
Industrial	22
National Wildlife Refuge	24
Recreation and Open Space	28
Circulation	32

	page
OTHER AGENCY PLANS	37
Foster City	38
Belmont	38
San Carlos	38
Menlo Park	38
BCDC	40
UTILIZATION OF THE WATERFRONT	43
IMPLEMENTATION OF THE PLAN	47
Growth Areas	48
Utilities	50
Services	53
PLAN REVISION	55
WATERFRONT PLAN MAP	57

INTRODUCTION

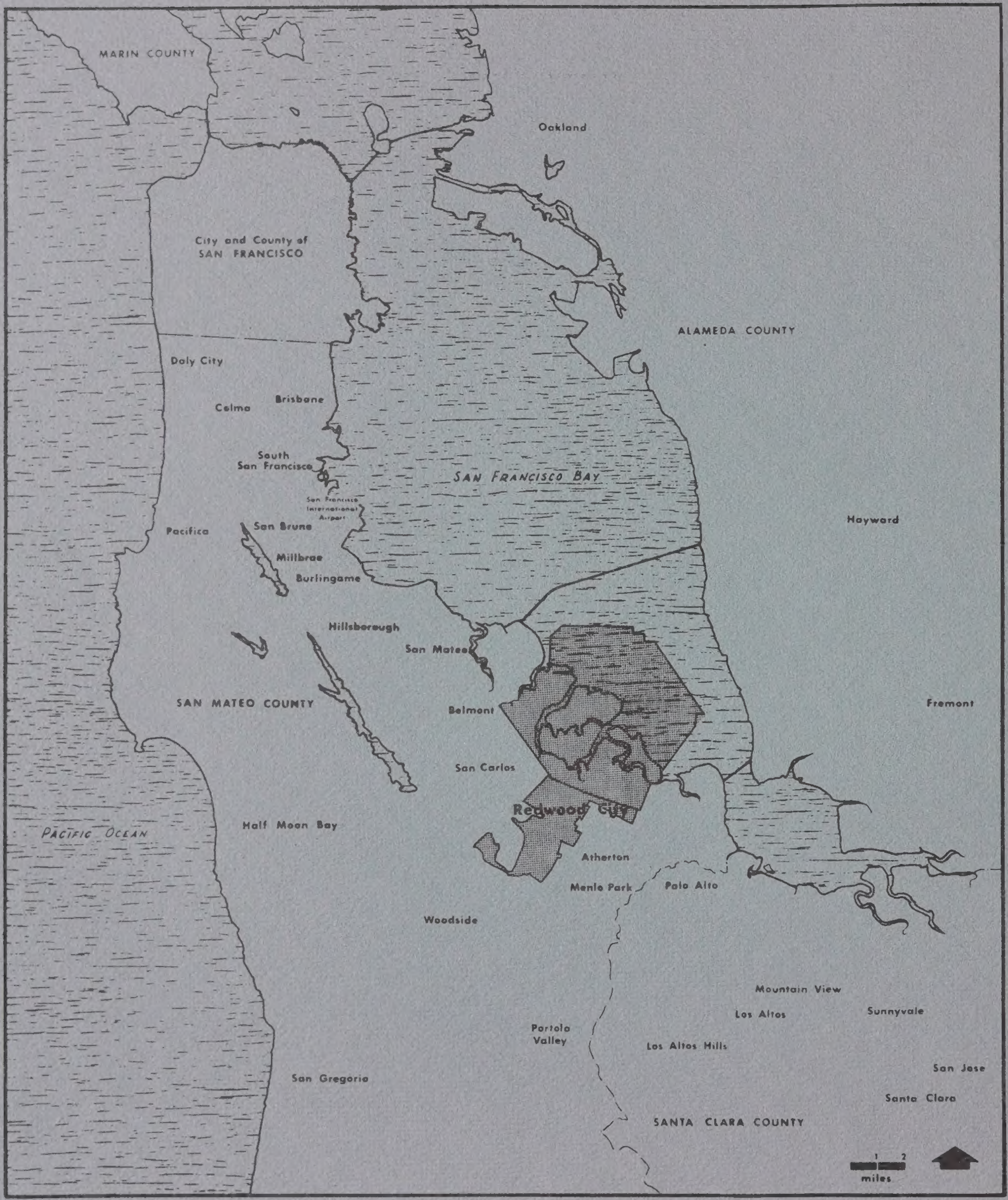

CITY COUNCIL
(3 MEMBERS)
PORT COMMISSION
(2 MEMBERS)
PARKS & RECREATION COMMISSION
(2 MEMBERS)
PLANNING COMMISSION
(2 MEMBERS)
CIVIC CULTURAL COMMISSION
(2 MEMBERS)
WATERFRONT COMMITTEE
PARTICIPATION:
CITIZEN
ORGANIZATION-
IDEAL CEMENT CO.
LESLIE SALT CO.
MOBIL OIL ESTATES LTD.
REDWOOD SHORES HOME OWNERS ASSN.
MARINA OWNERS/OPERATORS
WILDLIFE REFUGE MGR.
CITY STAFF

The Waterfront Plan has been developed and formulated by the Waterfront Committee. This Committee is an outgrowth of a City Council Waterfront Committee, formerly the Marina Committee. The Committee is comprised of the latest three City Council members plus two Planning Commissioners, two Parks and Recreation Commissioners, and two Port Commissioners. In 1973, two Cultural Commission members were added, bringing the total to eleven for the Committee.

The reason for expansion of the Committee was to provide the input needed to complete the General Plan for the Waterfront, using the best source available, citizens of Redwood City. It was felt that each member of the Committee had a certain amount of knowledge inherited from the Council or Commission they served as well as their own personal desires which would cover the feelings and wishes of the rest of the community. To supplement the Committee, city staff, property owners, regional agencies, interest groups, and concerned citizens were asked to be active and vocal in the preparation of the General Plan. Because of the apparent cooperation between all groups involved, the Waterfront General Plan should reflect what the residents of Redwood City would like to see happen in this area of their city.

Unlike many advisory committees the Waterfront Committee was asked to contribute actively and imaginatively to the planning process and actually become the planners with some guidance from staff. This intimate association with the planning process brought out many ideas which were critically examined and either incorporated into the plan or discarded. Property owners, interest groups, and other governmental agencies, gave the Committee many ideas and answered questions that were continually arising from discussions.

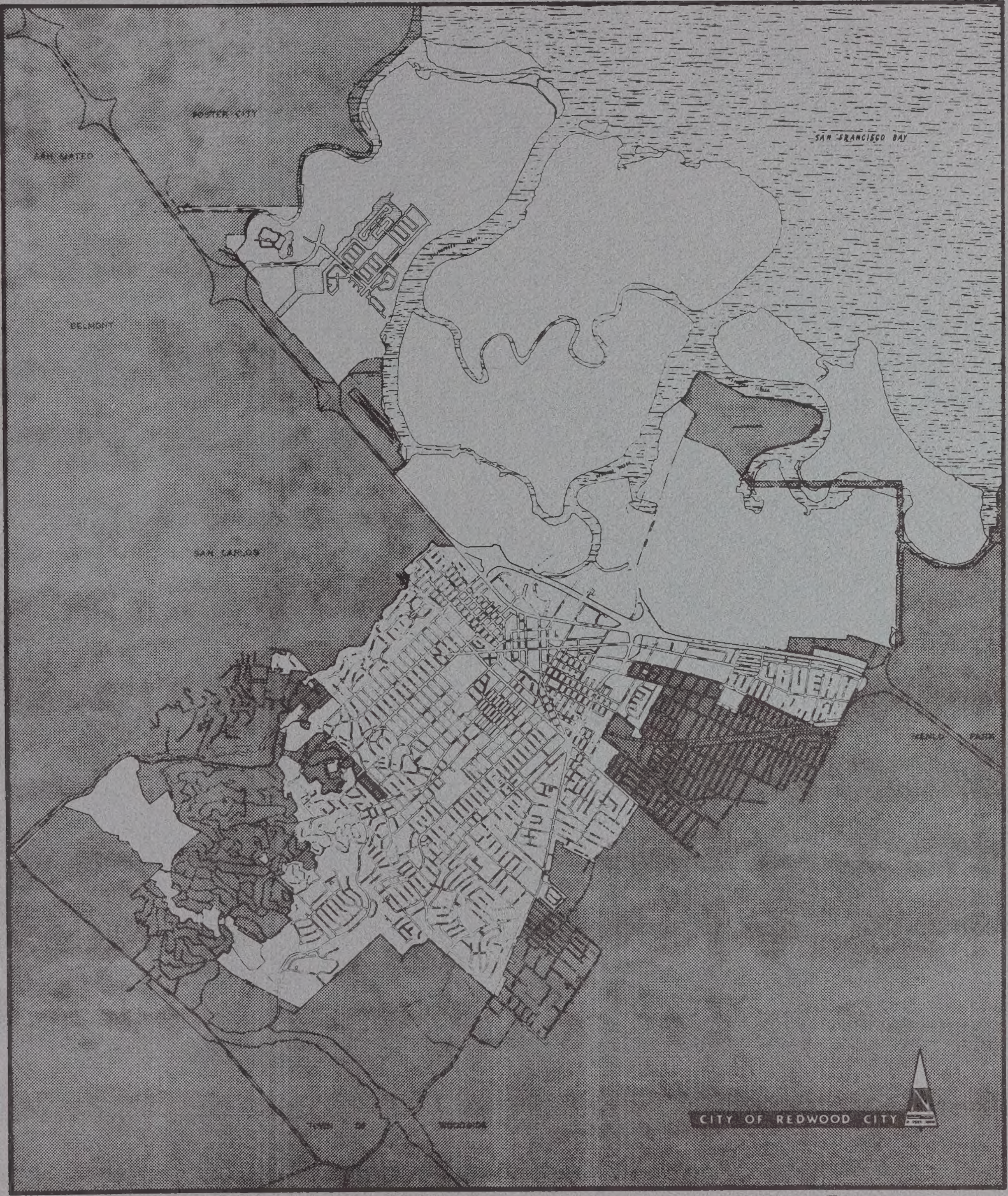
DESCRIPTION OF THE WATERFRONT


MARIN COUNTY
Oakland
City and County of SAN FRANCISCO
ALAMEDA COUNTY
Doly City
Brisbane
Colma
South San Francisco
SAN FRANCISCO BAY
San Francisco International Airport
Hayward
Pacifica
San Bruno
Millbrae
Burlingame
Hillsborough
San Mateo
SAN MATEO COUNTY
Belmont
Fremont
San Carlos
Redwood City
Half Moon Bay
PACIFIC OCEAN
Atherton
Menlo Park
Palo Alto
Woodside
Mountain View
Los Altos
Sunnyvale
Portola Valley
Los Altos Hills
San Jose
San Gregorio
Santa Clara
SANTA CLARA COUNTY
1
2
miles

For more detailed information please see Description of Waterfront Development, prepared by the Redwood City Planning Department, July, 1973. The following is a summarization of the report.

The Waterfront of Redwood City is, as its name implies, predominately water oriented. It lies east of the Bayshore Freeway and extends from Marine World/Africa U.S.A. to the Leslie Salt Company salt ponds. This represents an area of 27 square miles, four times larger than the part of Redwood City west of Bayshore Freeway. Most of this area is water and marsh, 16 square miles, and the remainder is land and salt ponds, 11 square miles.

The entire Waterfront is comprised of alluvial deposits, bay mud, and fill material. Seismic studies done for the Redwood Shores development within the Waterfront area have shown that there are earthquake hazards, but it is declared to be no more dangerous than most other areas of the San Francisco region.



The studies have specified building requirements for various types of buildings which would be the safest possible in the case of an earthquake.

The street and utility system for the most part is developed within a narrow band along the Bayshore Freeway. Since very little development has taken place, there has been little or no need to supply utilities for the entire Waterfront Area. Any future growth will naturally have to be accompanied by the expansion of the utility system.

The Port of Redwood City has been and will continue to be a major asset to the rest of the city. The Port has contributed many thousands of dollars to the city in direct contribution and indirectly from taxes and has never had to rely on the city for financial assistance. Since it is the only port in the South San Francisco Bay, it has an excellent opportunity of securing more of the future shipping trade and other water related activities.

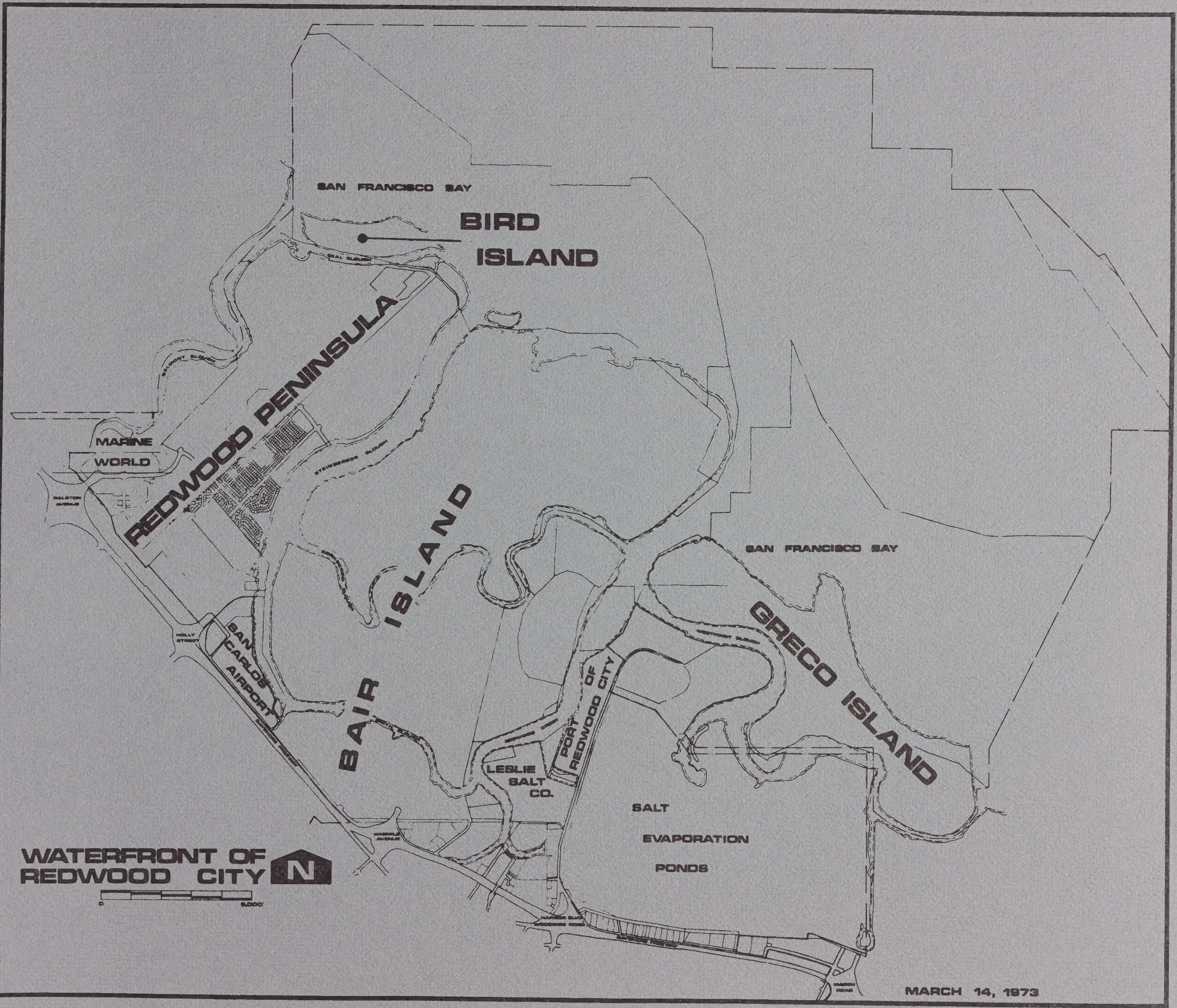
The San Francisco Bay National Wildlife Refuge is a recent addition to the Waterfront scene and will have an impact on development within Redwood City. Parts of Bair Island provide nesting areas for migratory birds and provide important habitat for endangered species. These areas will require very careful study to determine what land uses are compatible with the wildlife refuge.

Redwood Shores is a water oriented planned community of 1500 persons on Redwood Peninsula. Leslie Properties Incorporated pioneered the project in 1963 and described Redwood Shores as a planned community with an ultimate population of 60,000 people. Because of many complications and a halt to building, the development ran into financial difficulties. Mobil Oil Estates, Ltd., Vancouver, British Columbia, has since acquired the property and and is proposing a new General Plan which would reduce the ultimate population and provide more commercial uses.

Commercial and industrial development is limited predominantly to a thin 500 foot deep section along Bayshore Freeway. The uses are widespread, ranging from industrial to retail sales to an airport (located in San Carlos). There is no apparent order to the type of uses allowed or their arrangement; it was a matter of "build where there is space." Development has not proceeded any deeper into the baylands, because Leslie Salt Company owned all of this land, and much of it was used in salt production.

REDWOOD CITY

The rest of Redwood City is on the west side of the Bayshore Freeway. This part of Redwood City, as well as many of the other cities on the Peninsula, has very little vacant land available for future development. The highest intensity of uses (industrial and commercial) is along the freeway, and the intensity decreases toward the west (residential) into the hills area. Because of the rapid development of Redwood City, there is a substantial deficit in the amount of recreational and open space land available for the residents. Redwood City is characterized by a wide range of housing types from single family to high-rise apartments, with costs ranging from $20,000 to $100,000 and rents from $120 to several hundred dollars.


SAN FRANCISCO BAY
BIRD ISLAND
SEAL SLOUGH
BELMONT SLOUGH
REDWOOD PENINSULA
MARINE WORLD
RALSTON AVENUE
STEINBERGER SLOUGH
BAIR ISLAND
SAN FRANCISCO BAY
HOLLY STREET
SAN CARLOS AIRPORT
WESTPOINT SLOUGH
GRECO ISLAND
PORT OF REDWOOD CITY
LESLIE SALT CO.
SALT EVAPORATION PONDS
WHIPPLE AVENUE
HARBOR BLVD
WOODSIDE ROAD
MARSH ROAD
WATERFRONT OF REDWOOD CITY
N
0
MARCH 14, 1973

WHY ARE WE

PLANNING THIS AREA?

The San Francisco Peninsula has been growing at a very rapid rate, and presently there isn't much vacant land available for the anticipated future population. Redwood City has over 6,000 acres of land in its Waterfront which, at this time, is only slightly developed and could be put into almost any type of land use from highly developed industry to open space. As development proceeds throughout the Waterfront, there will have to be guidelines established so as to minimize conflicts between the various land uses. It is important that a workable land use pattern exists to provide for the orderly development of all of Redwood City including the Waterfront. To have a working plan, the Waterfront General Plan must be compatible with the City's General Plan, General Plans of adjoining cities, and the Regional Plan.

In recognition of problems existing with the conflicts of land uses, the state has mandated that all cities within California have a General Plan that speaks to nine elements. These are: 1) land use, 2) circulation, 3) housing, 4) open space, 5) conservation, 6) seismic, 7) noise, 8) scenic highways, and 9) safety.

The Waterfront Plan speaks to each of these elements to clear away problems that may arise in the future and give an indication to developers of what can be done in each area and why.

Redwood City wants the Waterfront to be a place for all the people of Redwood City and the region and not merely for those people living in the Waterfront area. Parks and open space are of primary concern, because this is virtually the last place in Redwood City where the land is available for such uses without the demolition of existing buildings.

Each land use alternative must be weighed against the others to determine how they may help or hinder each other. Resolving the conflicts between growth areas and non-growth areas is recognized and spoken to in this plan.

GOALS
FOR DEVELOPMENT
OF THE WATERFRONT

RESIDENTIAL

Goal

Provide a sufficient distribution of new housing by type, size, and cost, to insure a balanced residential community.

Principles

Residential development will only be allowed on Redwood Peninsula and Bair Island

Neighborhoods with parks, schools, and neighborhood centers will be encouraged.

PARKS AND OPEN SPACE

Goals

Redwood City should have an a adequate supply of parks and recreational facilities to meet present and future anticipated needs and population.

Preserve the Bay for recreational and open space uses.

Principles

Reserve a large multi-acre site on Bair Island for a regional park.

Reserve space on Redwood Peninsula for a community park and playfield.

Utilize all open space areas to their fullest extent.

COMMERCIAL

Goals

Employment opportunities should be in balance with the labor force in Redwood City.

Shopping and office park facilities should be near the population centers and have an adequate selection of services.

Principles

Land will be made available for the Redwood Shores Regional shopping center and additional neighborhood convenience centers as required.

INDUSTRIAL

Goal

> To equalize the migration of labor from Redwood City, industrial development should be allowed to a point where there is a balance of population and employment.

Principles

Land will be designated for industrial use and will be supplied with adequate circulation systems and utilities for the proposed use.

PORT OF REDWOOD CITY

Goal

> Establish the Port of Redwood City as a primary industrial area.

Principle

Land will be allocated for port and water related industry use.

NATIONAL WILDLIFE REFUGE

Goal

> Preserve and enhance wildlife habitat and ecological areas within Redwood City.

Principle

Areas used as wildlife habitat will be designated as open space and wildlife refuge areas on the General Plan map.

LAND USE

The land use arrangement is most easily visualized by looking at the General Plan map at the back of this report. The boundaries as shown on the map are not to be taken as absolute limits but as approximate locations. The purpose of this General Plan is not to allocate each foot of land to a use, but to show what uses are acceptable to a certain area so as not to cause conflicts. The Land Use Element addresses itself to residential, commercial, industrial, public, and open space uses and their relationships.

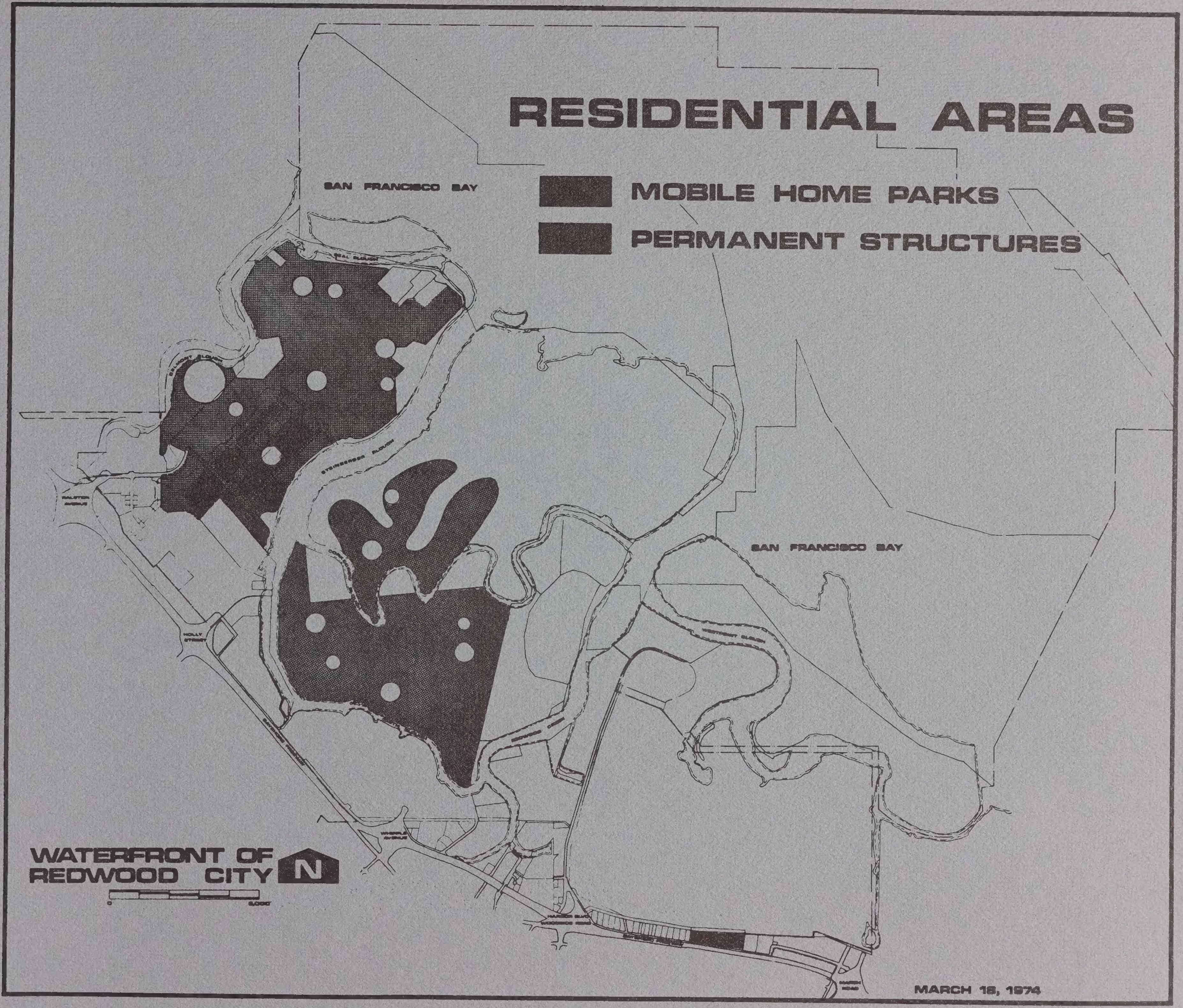
RESIDENTIAL

The average density of housing will be five dwelling units (d.u.) per acre for low density, up to 15 units per acre for medium density, and up to 25 units per acre for high density. With these densities and assuming 3.5 persons per d.u. for low density, three persons per d.u. for medium density, and 2.5 persons per d.u. for high density, the population estimate for Redwood Peninsula is a maximum of 19,000 inhabitants. A population estimate for Bair Island has not been made since development will not take place for several years, and building standards and housing characteristics may change appreciably.

The basic change from the original General Plan for Redwood Shores is to have generally higher densities per development but less acreage devoted to housing. This means a reduction in population and an increase in parks and open space. Townhouses, condominiums and higher density structures will be used more than single family detached homes to achieve this projected density.

Redwood Shores as a completely planned community is expected to be built with comfortable living patterns for the residents. All homes will be within walking distance of parks, waterways, schools, and commercial facilities, and a generou supply of paths and bikeways will be provided.

The type of housing has not been specified, but it is expected that the future units built will be well above average in architectural quality. Options have been left open for the developer, as far as design, including the possibility of building over artificially created waterways, mixing residential uses with other uses to enhanc the overall design, and allow unique types of building clusters.

RESIDENTIAL AREAS
▨ MOBILE HOME PARKS
▨ PERMANENT STRUCTURES
SAN FRANCISCO BAY
SEAL SLOUGH
BELMONT SLOUGH
STEINBERGER SLOUGH
RALSTON AVENUE
HOLLY STREET
SAN FRANCISCO BAY
BAYSHORE FREEWAY
WHIPPLE AVENUE
HARBOR BLVD
WOODSIDE ROAD
MARSH ROAD
WATERFRONT OF REDWOOD CITY
N
0
5,000'
MARCH 18, 1974

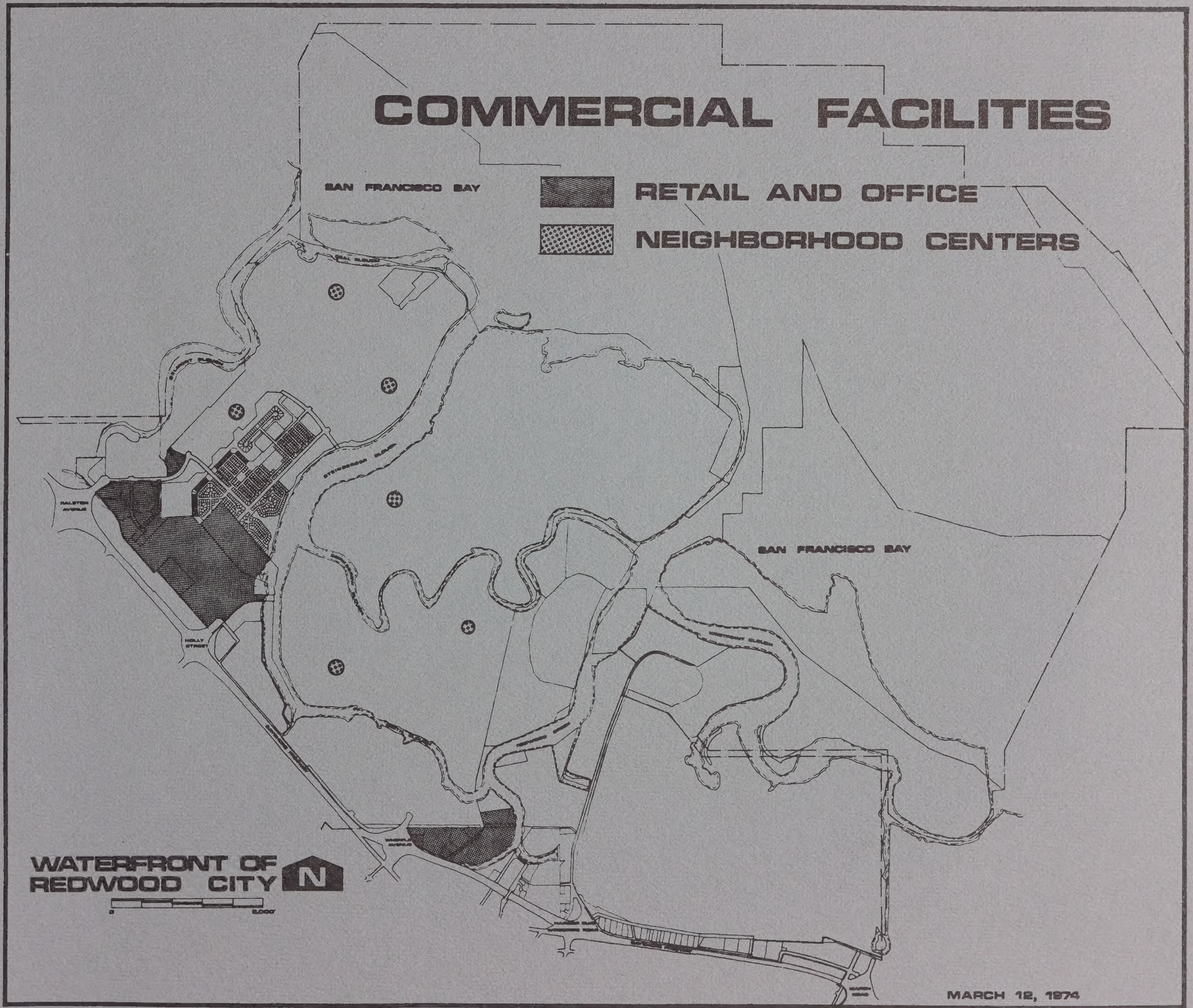
COMMERCIAL

Adequate space has been set aside for anticipated future commercial and industrial growth. These uses will be allowed to expand to the limit of the land available for each such particular use in a proper balance. There is enough commercial and industrial land allocated to support the anticipated uses without resorting to the extension of these areas. Redwood City has a net outmigration each day as people go to work, because there are more employed people in Redwood City than there are jobs. It is the intention of this plan to encourage employment growth within the Waterfront until an equilibrium is reached. If the commute trip lengths shorten as a by-product of energy and fuel shortages and supply problems, then more jobs will have to be provided in Redwood City for the people expected to live in Redwood City.

Several small commercial clusters will be provided in the residential areas. These will serve the function of providing close convenient shopping for each neighborhood, but they will not be so large as to generate a lot of traffic.

A large regional shopping center is proposed on Redwood Peninsula and would have an impact on shopping habits of the consumer in Redwood City if built. Presently, there are no large retail centers in or near Redwood City except for the downtown, and most of the shopping trips are to shopping centers outside the immediate area (Redwood City special census, 1969). The number of employees at the shopping center, when completed, is estimated at 2,250, which will have a significant impact on employment in this area. A detailed discussion on these matters can be found in the Environmental Imapct Report for the Redwood Shores Regional Shopping Center prepared by Environmental Science Associates for the City of Redwood City.

COMMERCIAL FACILITIES


▨ RETAIL AND OFFICE
▒ NEIGHBORHOOD CENTERS
SAN FRANCISCO BAY
SEAL SLOUGH
BELMONT SLOUGH
STEINBERGER SLOUGH
RALSTON AVENUE
HOLLY STREET
SAN FRANCISCO BAY
WATERFRONT OF
REDWOOD CITY
N
0
2,000'

MARCH 12, 1974

INDUSTRIAL

Industrial growth is planned near Redwood Creek adjacent to the Port of Redwood City This is the primary location for the existing industry in the Waterfront. This area predominately handles bulk goods and construction equipment storage. Crushed rock, fertilized soil, concrete products, steel, and salt are the primary products found in this area. It is anticipated that Redwood City will add more of this type of use as the land becomes available, because most cities do not have areas available for bulk storage and shipping.

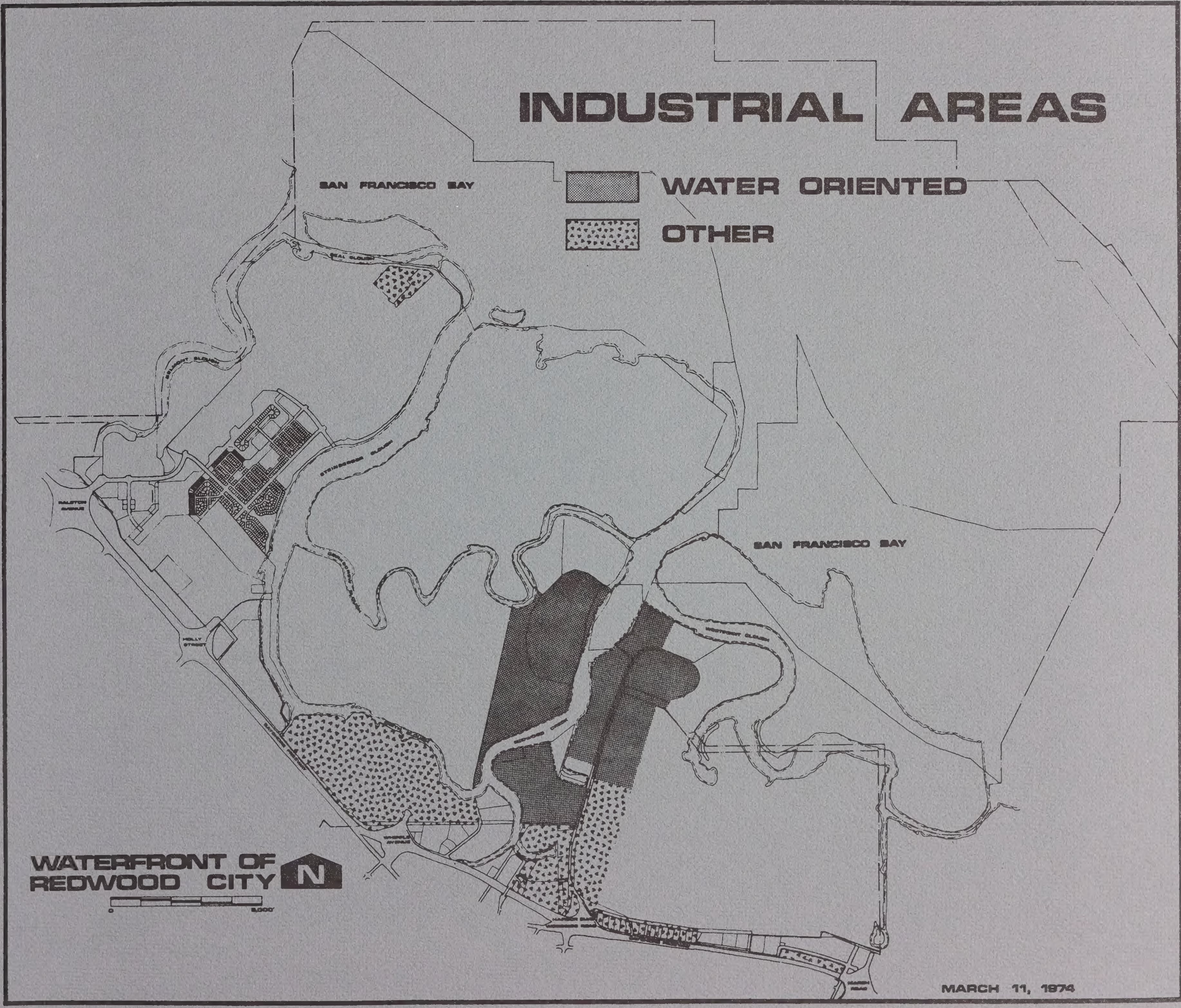
The Port of Redwood City has been landlocked for many years and has not been able to expand. During the time this planning study has been underway, several developments have taken place which can change the characteristics of the Port. Ideal Basic Industries has shown interest in developing their property for industrial uses, allowing the Port to expand onto additional acreage. Leslie Salt Company would like to sell their property in Redwood City, and the Port indicated that they would like to be able to expand onto a portion of these lands for future expansion. With this available land it is hoped that the Port can attract water-oriented industry and the employment opportunities it provides. The Port can act as a catalyst for other associated developments, such as office parks, restaurants, and certain recreational uses.

An in-depth planning study is now being prepare by Williams-Kuebelbeck and Associates, Inc. to help determine the future for the Port. Among the items which will be discussed are commodity flow analysis, demand for water oriented land, coordination with other regional planning bodie local planning factors, recreational-commercial land uses, land use, and financial strategy. These items will determine that the goals are feasible or not feasible and give the Port a better basis for proceeding with development.

Solid waste has been an ever increasing problem on the San Francisco Peninsula and promises to become even worse. Thousands of tons of garbag are dumped and buried each day, and none of thi is ever reclaimed; it just becomes great mountai of covered garbage.

Within the industrial area, provisions can be made for a mechanized recycling center. This center would have the capability of handling all of Redwood City's solid waste and possibly the liquid waste. The input is garbage and waste but the output is steel, aluminum, glass, sand and ash, and electricity, all of which can be used or sold. The process is relatively nonpollutant and much cleaner than many industries. It would be possible, since the industrial area of Redwood City is close to all forms of transportation, road, rail, and water, that a major recycling center could be built here to serve the needs of the entire San Francisco Peninsula.

INDUSTRIAL AREAS


▩ WATER ORIENTED
▨ OTHER
SAN FRANCISCO BAY
SEAL SLOUGH
BELMONT SLOUGH
STEINBERGER SLOUGH
RALSTON AVENUE
HOLLY STREET
BAYSHORE FREEWAY
SAN FRANCISCO BAY
WESTPOINT SLOUGH
WATERFRONT OF REDWOOD CITY
N
0
2,000'
MARCH 11, 1974

NATIONAL WILDLIFE REFUGE

The San Francisco Bay National Wildlife Refuge, established in June 1972, has designated large parts of Redwood City for the wildlife refuge. Conservationists have been working for years to establish this refuge in the hopes of saving the rare and endangered species inhabiting this area. The wildlife refuge is the largest land use category in the Waterfront, covering more than 2,000 acres.

Redwood Peninsula has a limited amount of marsh and wildlife habitat near the dikes, and to preserve it, 132 acres has been traded to the State Lands Commission by Mobil Oil Estates Limited. This puts the land under the jurisdiction of the State and will halt all development outboard of the dikes. This wildlife area is used mainly for feeding and resting.

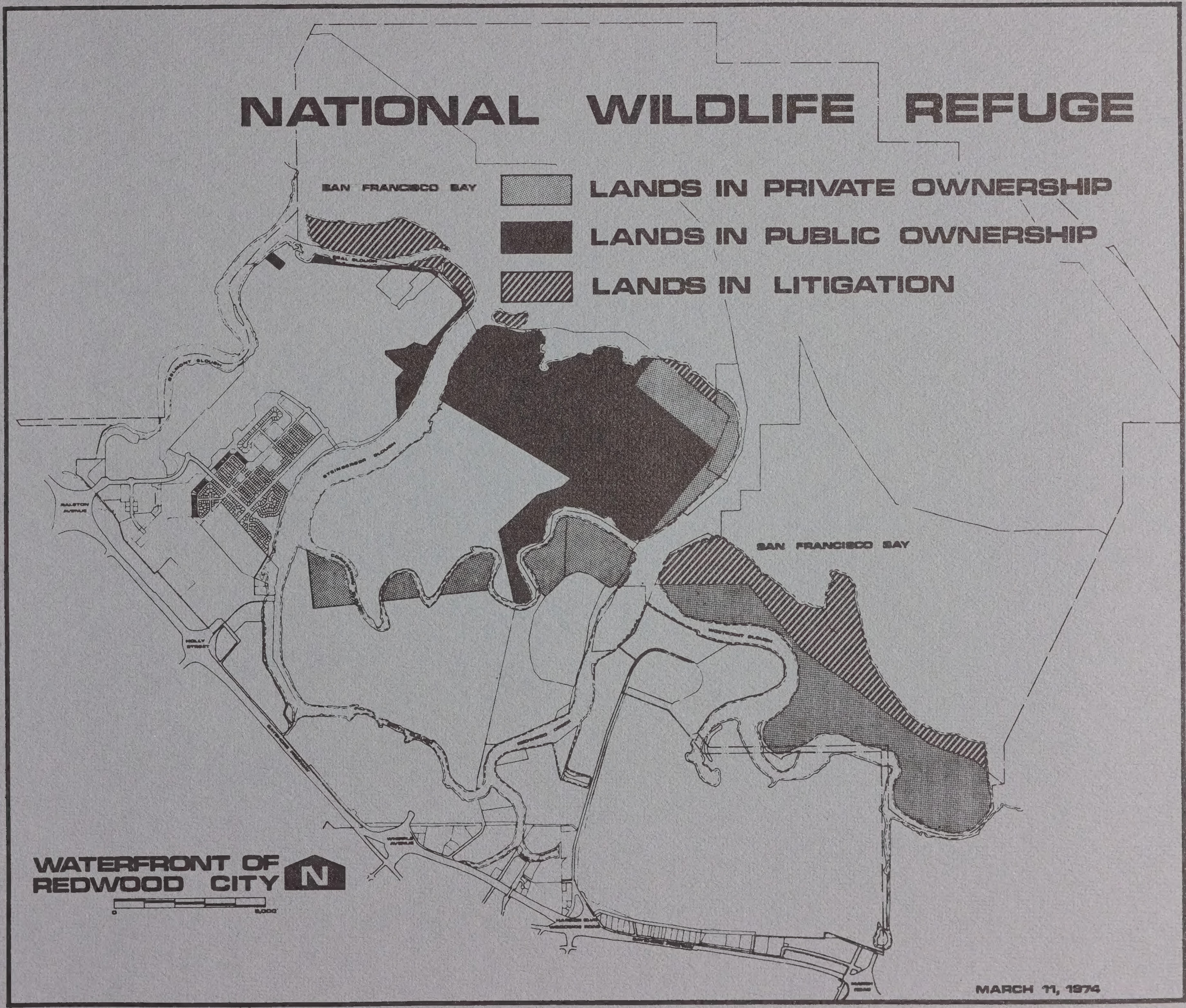
Bair Island has the largest area set aside for wildlife, covering more than 1,000 acres. Bair Island is one of the more important areas in the wildlife refuge, because it contains valuable habitat for several endangered species. On the tip of Bair Island are several acres used as a rookery by wading birds, because it is isolated and the highest ground in the immediate area. In the spring and summer thousands of herons and egrets can be found nesting there and feeding in the marsh areas nearby.

To help preserve this area for wildlife, Mobil Oil Estates Limited has donated 800 acres on the outer portion of Bair Island to the State for use as a buffer zone to protect wildlife. The actual wildlife nesting area is still under the ownership of Mobil Oil Estates and Westbay Community Associates. At some future time, these lands will be sold or donated to the wildlife refuge.

An additional buffer zone has been shown separating the residential areas from the wildlife area. The exact nature of this additional buffer zone is to be determined by an interagency task force set up by the State Lands Commission and will take approximately three years to determine which use is compatible with the wildlife area.

The two areas given to the State are not currentl under the jurisdiction of the San Francisco Bay National Wildlife Refuge and, therefore, there may be two distinct government agencies handling the wildlife areas of Redwood City.

The remaining land of Bair Island reserved for wildlife is along Corkscrew Slough and consists of approximately 160 acres of marsh. It has been pointed out that these areas are very important because they constitute a portion of th feeding area for the birds nesting on Bair Island as well as habitat for endangered species, and the amount of marsh land left in San Francisco Bay is minimal.


NATIONAL WILDLIFE REFUGE
SAN FRANCISCO BAY
▨ LANDS IN PRIVATE OWNERSHIP
■ LANDS IN PUBLIC OWNERSHIP
▨ LANDS IN LITIGATION
BELMONT SLOUGH
STEINBERGER SLOUGH
RALSTON AVENUE
HOLLY STREET
SAN FRANCISCO BAY
WATERFRONT OF REDWOOD CITY
N
0
5,000'
MARCH 11, 1974

Bird Island is also included in the National Wildlife Refuge and is used primarily for feeding and resting. It is removed from Redwood Peninsula and affords good protection for the animals. Greco Island is 800 acres of marsh and dry land inhabited by many birds and the salt marsh harvest mouse. It is also removed from any other portion of land and is an excellent wildlife habitat offering all that is needed for the animals to survive. The only marring of this area comes from the Pacific Gas and Electric power lines running directly through the middle of the island.

The areas designated as Wildlife Refuge and the water surrounding them will be guarded to protect the wildlife from disturbance by man and his activities, similar to other wildlife refuges in the state. Along with patrolling, will be a constant monitoring to determine the well-being of the animals. Public uses oriented toward wildlife study and conservation will be provided.

Several hundred acres reserved for wildlife refuge are involved in litigation to determine who is the rightful owner of these lands. The State contends that they have ownership and Westbay Community Associates contend that they are the owners of the property. This case may go to court next year, but it will take many years to resolve the question of ownership.

RECREATION & OPEN SPACE

As the population of Redwood City increases, it is important that the park facilities increase to meet future anticipated needs. Redwood City has less of its land area allocated to parks per capita than any of the cities surrounding it. It has been recognized that this city should have a better park system and the Waterfront could well be the place to provide it.

Redwood Peninsula will have many parks, ranging from the small linear type to large community parks with multi-use fields. Parks and open space will be highly integrated with all types of land use to create an open and uncrowded atmosphere. A major asset is the 200 acres of controlled waterway extending the whole length of the peninsula. This waterway can be used for swimming, sailing, canoeing, and fishing and is open to the public. Great natural recreational sources are the sloughs and San Francisco Bay. A facility which will enhance these waterways is the 400-berth marina on Belmont Waterway. San Mateo County has an abundance of people who have or would like to have sail boats but are unable to find a place to berth them. Building this marina would allow more people to participate in this sport and take advantage of the thousands of acres of water available for recreation. Passive recreational activities, such as fishing and watching boats sail in and out of the harbor will be encouraged. Restaurants and shops will provide for the needs of the people using the marina

A large family recreation and entertainment center is Marine World/Africa U.S.A. It is expected to attract nearly one million visitors each year to see the live animal shows and water skiing exhibitions. Land is available for the expansion of this facility if it needs it.

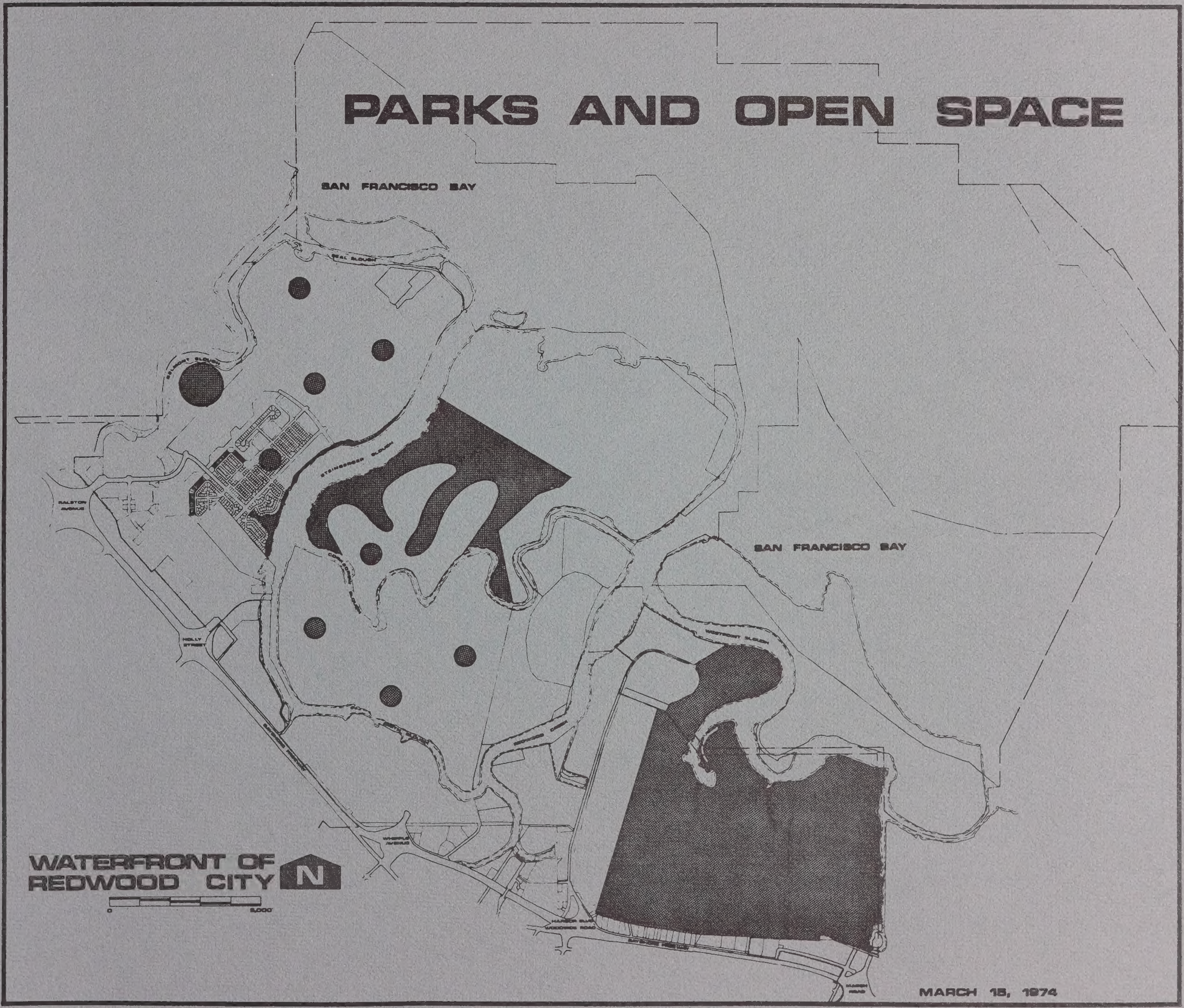
Bair Island will have the same type of park system as Redwood Peninsula with neighborhood parks for each neighborhood and linear parks and pathways connecting homes, parks, and commercial centers.

A portion of Bair Island is the recreational buffer zone for the protection of wildlife area The proposed use for this is a regional park and golf course. Redwood City needs a public golf course to help alleviate the crowded conditions existing on local golf courses and provide a public course in Redwood City. It has been suggested that this golf course could be intertwined with residential areas and waterways to enhance all three uses.

Observation points along the park's edge will look out over the wildlife refuge, and information booths will provide identification of the wildlife and information on their habits.

The regional park would not be entirely supported by Redwood City, but would seek help from the County and/or State to provide the needed facilities such as: bridle paths, outdoor theater, botanical gardens, bandstand, etc.

PARKS AND OPEN SPACE


SAN FRANCISCO BAY
SEAL SLOUGH
BELMONT SLOUGH
STEINBERGER SLOUGH
CORKSCREW SLOUGH
SAN FRANCISCO BAY
WESTPOINT SLOUGH
RALSTON AVENUE
HOLLY STREET
BAYSHORE FREEWAY
WHIPPLE AVENUE
HARBOR BLVD
WOODSIDE ROAD
BAYSHORE FREEWAY
MARSH ROAD
0
2,000'

WATERFRONT OF REDWOOD CITY N

MARCH 15, 1974

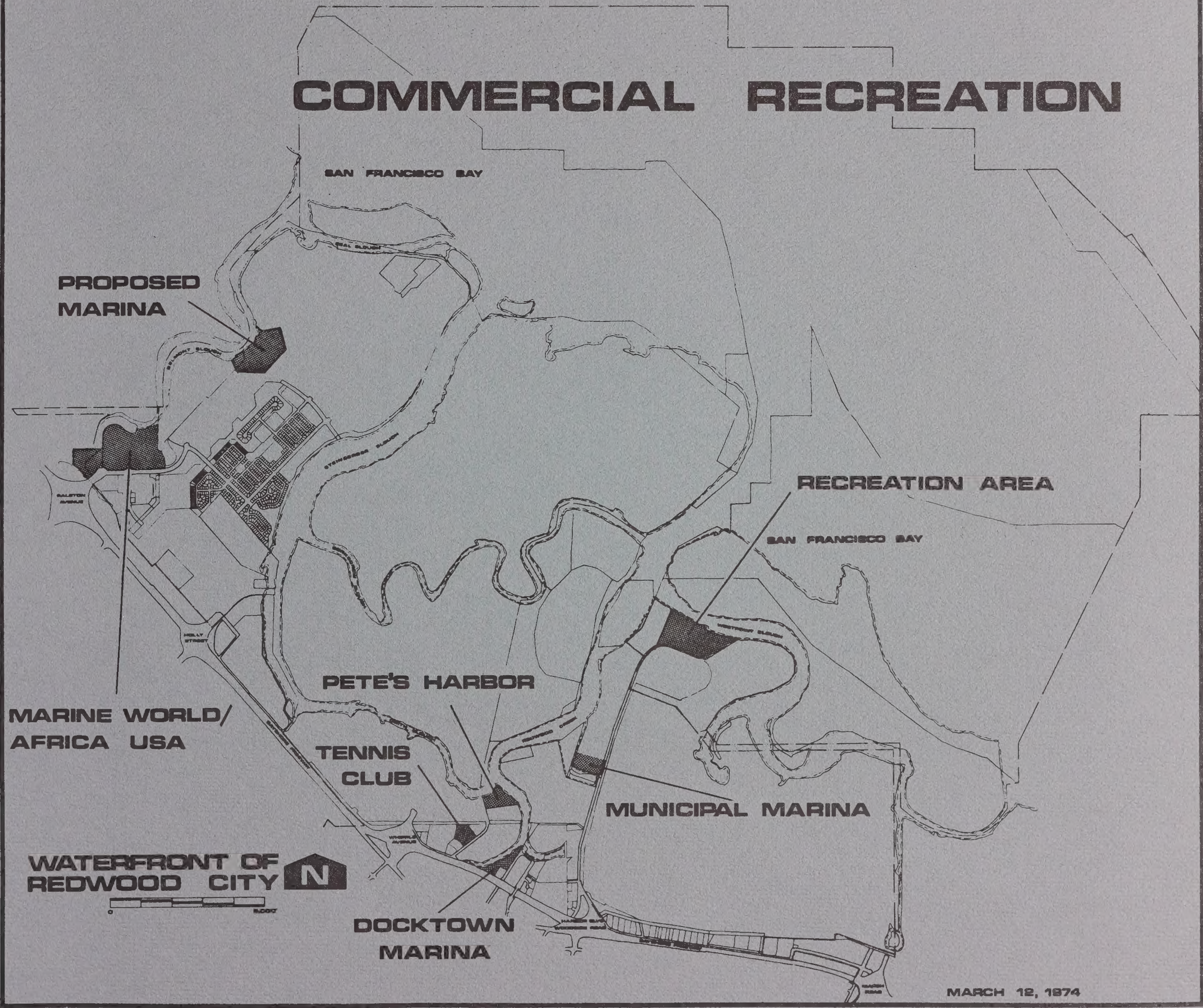
A proposed tennis club on Bair Island Road will offer to its members 24 tennis courts, both indoors and outdoors, and four handball courts. This is the first such facility in Redwood City and will provide an instructing staff and restaurant.

The lands of Leslie Salt Company near the Port of Redwood City are to be left as open space. The salt ponds in Redwood City, which are actually crystallizers, concentrators, and pickle ponds have limited value as wildlife habitat because of their strong salinity. Birds do use these ponds for resting and feeding especially when the Bay is rough. The primary use of these ponds is the production of chemicals through evaporation of sea water. This land at some future time may be used for development, but it is felt that this is the best use for this area at this time.

Another marina has been proposed on Westpoint Slough across from Greco Island on the property owned by Ideal Basic Industries. The marina will berth approximately 400 boats and have the associated commercial facilities such as: ship's chandlery, restaurants, and small shops. Access to the Bay would be provided through the shipping channel. The economic feasibility and environmental questions of such a use will be investigated by Ideal before any commitment as to the final use of this property.

The existing marinas should be encouraged to expand or relocate if their site is unsuitable for a marina because of siltation problems or lack of space. The existing marinas serve their purpose well and are often times meeting places for informal social gatherings. Through the years, they have each acquired their own character that cannot be duplicated.

COMMERCIAL RECREATION



SAN FRANCISCO BAY
PROPOSED MARINA
RECREATION AREA
SAN FRANCISCO BAY
PETE'S HARBOR
MARINE WORLD/ AFRICA USA
TENNIS CLUB
MUNICIPAL MARINA
WATERFRONT OF REDWOOD CITY
N
0
5,000'
DOCKTOWN MARINA
MARCH 12, 1974

CIRCULATION

The proposed Circulation Element of the General Plan has recently been completed for all of Redwood City, and this report will discuss that portion dealing with the Waterfront.

The major individual traffic generators in the Waterfront will be Marine World/Africa U.S.A. and the proposed regional shopping center. These facilities are or will be located near the Bayshore Freeway, and any trips going to and from these facilities will not pass through residential areas. Two interchanges, Ralston Avenue and Holly Street, are on either side of the proposed shopping center site and provide a short, fast entrance and exit to the freeway.

The circulation pattern for the rest of the Peninsula consists of a circumferential major arterial connected to the Ralston Avenue interchange and the Holly Street interchange. All local streets within Redwood Peninsula connect to this major arterial that delivers traffic to either Ralston Avenue or Holly Street.

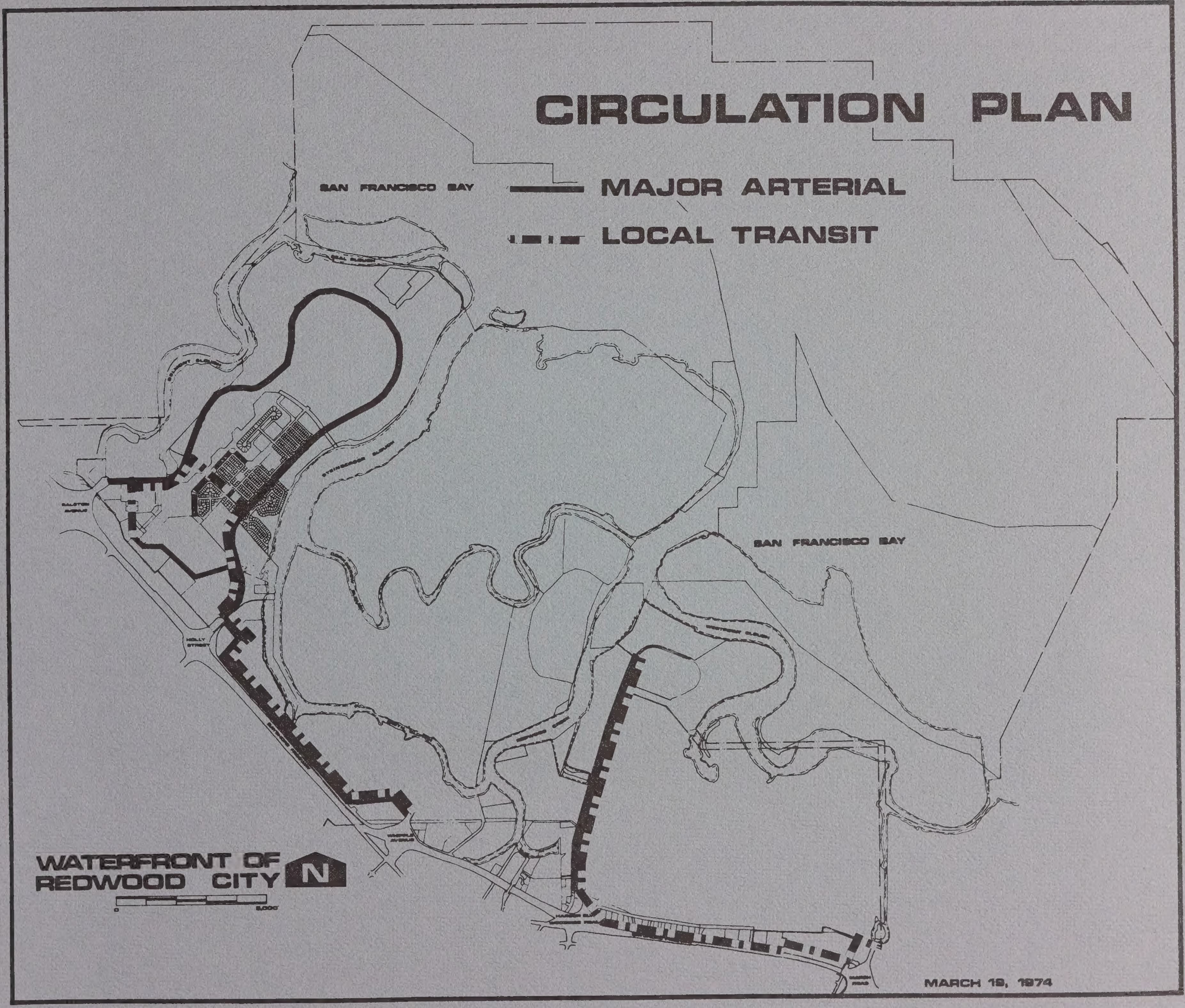
The proposed shopping center will be surrounded by a collector street with several streets radiating out from it to the major arterial.

Bair Island, when developed, will require a complete transportation system similar to Redwood Peninsula. Because the development of Bair Island is so far in the future, no circulation system is shown at this time. The only connection between Redwood Shores and the rest of Redwood City is a frontage road from Whipple Avenue to Holly Street.

Harbor Boulevard, adjacent to the Port of Redwood City, will remain in its present location but will be widened so that it will be capable of handling increased traffic from the expanding Port.

Bus transit will expand from its present routes to include all the major arterials within the Waterfront and connect population centers with employment centers. There will also be connections to the major mass transportation routes.

Because of the upturn in the use of the bicycle, pathways will be provided for their use. Unlike other portions of the city, the bicycle can be planned for from the beginning in the Waterfront and all facilities needed for safe, convenient bicycle travel will be included. An extensive

CIRCULATION PLAN
MAJOR ARTERIAL
LOCAL TRANSIT
SAN FRANCISCO BAY
SAN FRANCISCO BAY
RALSTON AVENUE
HOLLY STREET
WATERFRONT OF
REDWOOD CITY
N
0
5,000'
MARCH 19, 1974

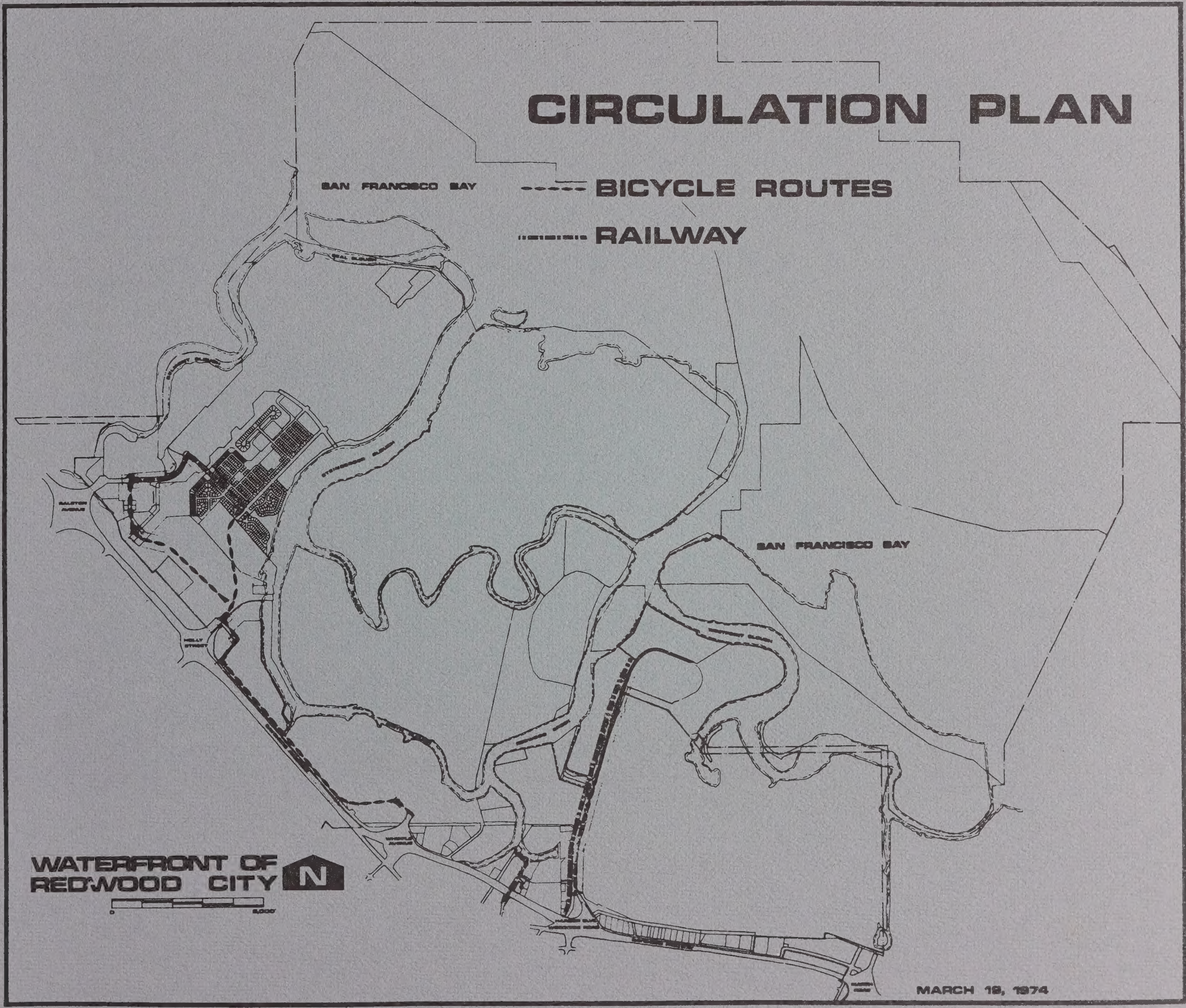
bicycle path is planned for the dikes surrounding Redwood Peninsula with scenic vistas of the sloughs and San Francisco Bay.

Pedestrian pathways will be provided throughout the residential areas, parks, and along the dikes to connect homes with shopping, schools, and playgrounds.

The only rail system is the Southern Pacific Railroad spur along Harbor Boulevard for the Port. No new rail facilities are anticipated except for continuing the existing spur into new Port properties as expansion warrants it. At some future time, as Bair Island begins to develop, there may be a need for rail lines leading to the Port property along that side of Redwood Creek.

Redwood Creek is a major waterway used by the Port of Redwood City for shipping and receiving goods. The Army Corps of Engineers is responsible for keeping a channel open through San Francisco Bay and part of Redwood Creek, and the Port has to dredge areas near the wharfs and in the turning basins. This channel must be deepened or at least maintained if the Port of Redwood City is to expand or even exist.

The San Mateo County Airport is located between Redwood Shores and the Bayshore Freeway in San Carlos. It is involved in this plan by its proximity to developable land and its flight patterns which are over residential areas. Presently, a study is underway to determine the future of this airport. Redwood City would not like to see it expand, and the best possible alternative would be for it to relocate in an area more suitable for an airport.



CIRCULATION PLAN

WATERFRONT OF
REDWOOD CITY

MARCH 19, 1974

BICYCLE ROUTES
RAILWAY
SAN FRANCISCO BAY
SAN FRANCISCO BAY
RALSTON AVENUE
HOLLY STREET
WHIPPLE AVENUE
N
0

OTHER
AGENCY
PLANS

FOSTER CITY

Foster City is much like Redwood Shores, with largely residential use, parks, and waterways. On Belmont Slough, there is proposed a large marina much like the one proposed for Redwood Shores. It has been shown almost directly opposite the Redwood Shores Marina, and will have approximately 400 berths.

BELMONT

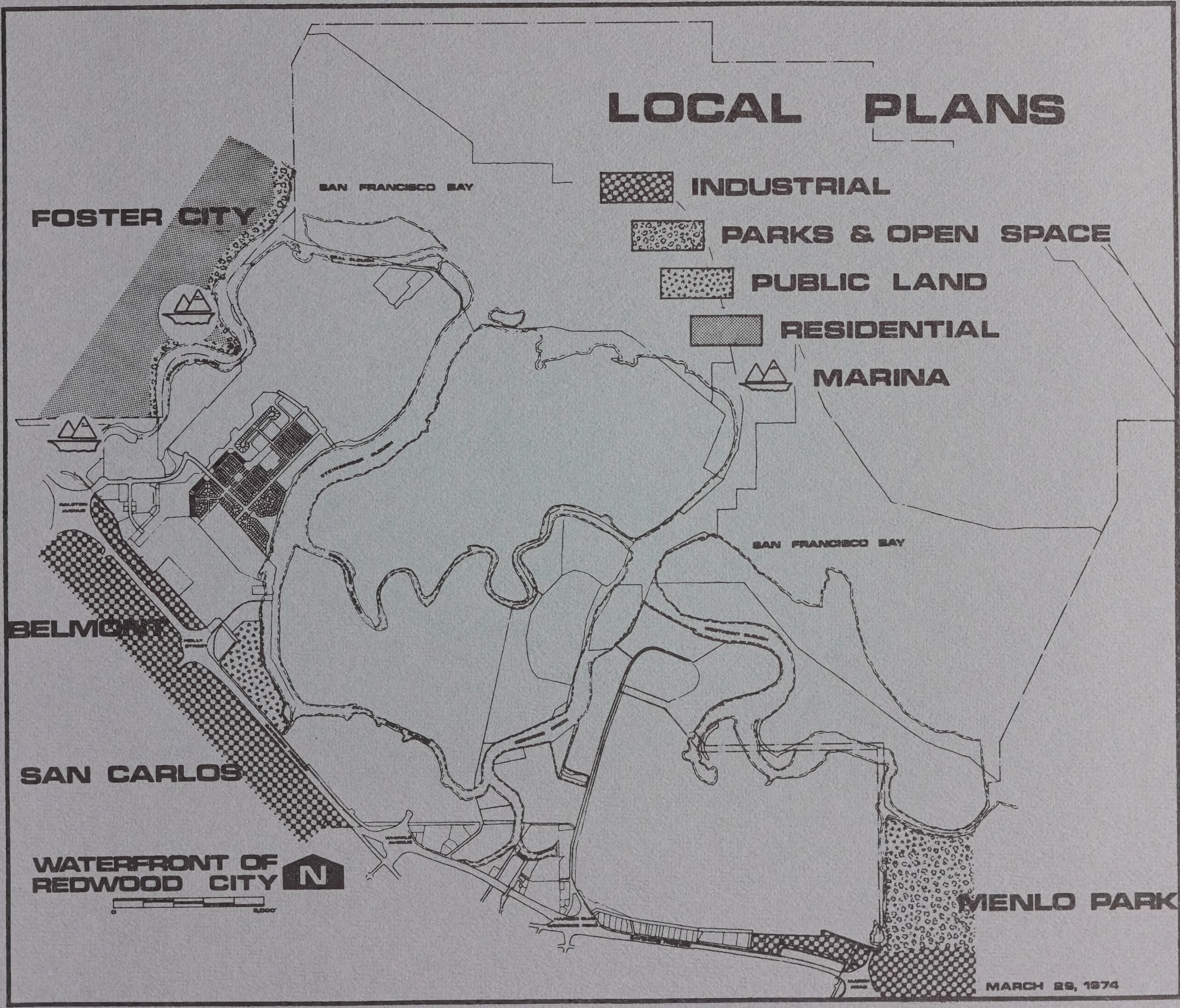
Belmont has a narrow strip of land between Redwood Shores and Bayshore Freeway which is classified as industrial. This land is directly adjacent to the commercially classified land on Redwood Peninsula and will not be in contrast with it. The City of Belmont also has a marina proposed for the end of Belmont Slough near Bayshore Freeway, which will contain 400 berths. If this proposal is carried out, it will require that all of Belmont Slough be dredged. Several regional organizations are looking into the matter of having three marinas located on Belmont Slough.

SAN CARLOS

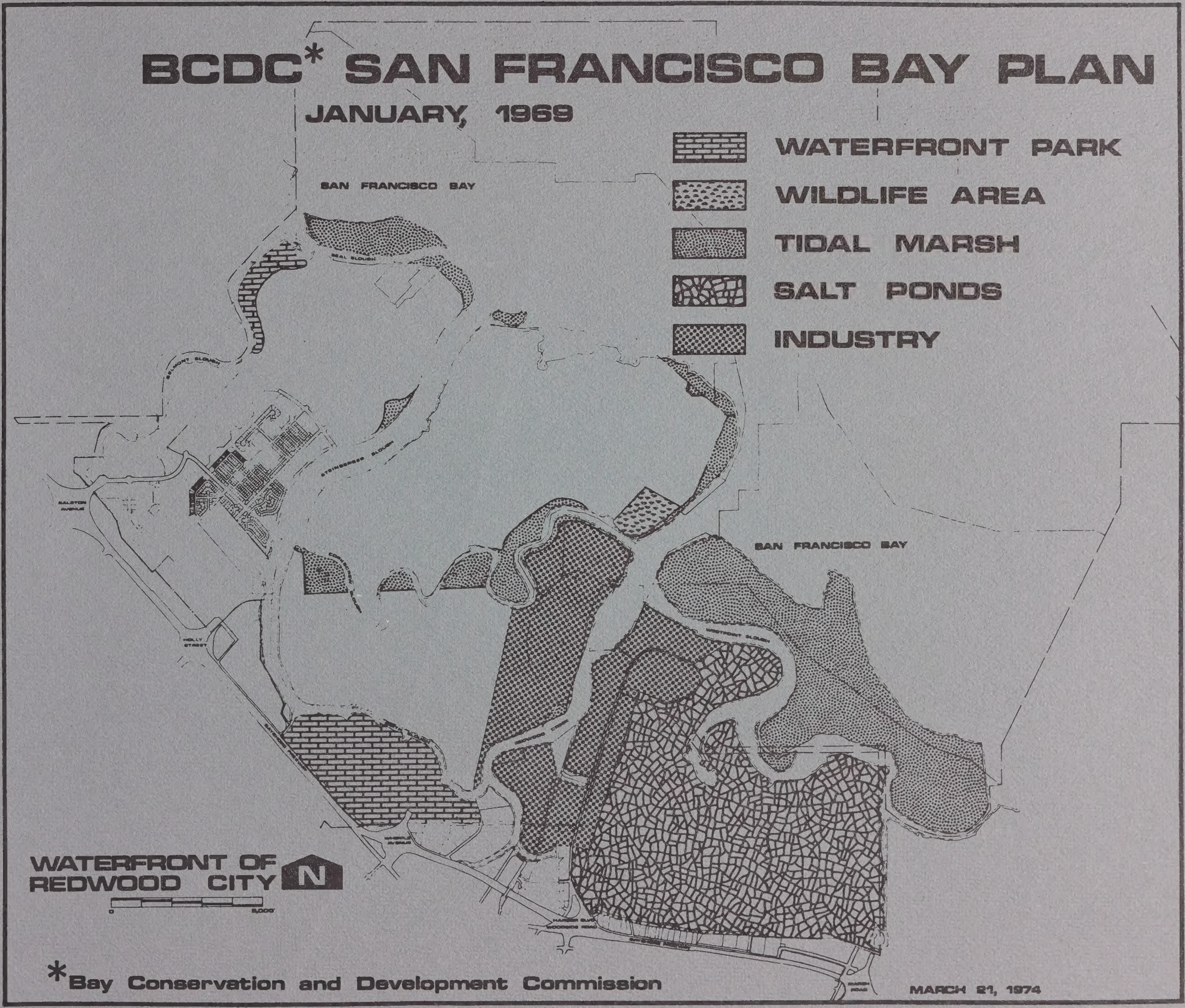
All of San Carlos near the Waterfront Area of Redwood City is planned for industry. There will be no conflicts with the Waterfront Plan since Pond A-12 (nearest San Carlos) is also planned for industry. The San Mateo County Airport in San Carlos is allowed within their plan.

MENLO PARK

Menlo Park is proposing a large park adjacent to the Leslie Salt Company salt ponds in Redwood City. This use is very compatible with the park and open space classification which has been given to the salt ponds. Also the small finger of industrial activity along Haven Avenue is compatible with this plan because this area is classified as Industrial.


LOCAL PLANS
INDUSTRIAL
PARKS & OPEN SPACE
PUBLIC LAND
RESIDENTIAL
MARINA
SAN FRANCISCO BAY
SAN FRANCISCO BAY
FOSTER CITY
BELMONT
SAN CARLOS
MENLO PARK
WATERFRONT OF
REDWOOD CITY
N
0
5,000'
MARCH 29, 1974

The Waterfront Plan conforms with the BCDC Plan in all but two locations. The first is the area surrounded by Corkscrew Slough and Redwood Creek. BCDC shows this area as industry while the Waterfront Plan has this classified as wildlife refuge. The other difference is in the location of the regional park. BCDC has it shown on salt pond A-12 and the Waterfront Plan has it shown on the outer portion of Bair Island, making salt pond A-12 industrial. The Waterfront Plan also includes more area in the National Wildlife Refuge.



BCDC* SAN FRANCISCO BAY PLAN

JANUARY, 1969

▤ WATERFRONT PARK
▨ WILDLIFE AREA
▒ TIDAL MARSH
▦ SALT PONDS
▩ INDUSTRY

SAN FRANCISCO BAY
SEAL SLOUGH
BELMONT SLOUGH
STEINBERGER SLOUGH
RALSTON AVENUE
CORKSCREW SLOUGH
HOLLY STREET
SAN FRANCISCO BAY
WESTPOINT SLOUGH
REDWOOD CREEK
BAYSHORE FREEWAY
WHIPPLE AVENUE
WOODSIDE ROAD
MARSH ROAD
0
5,000'
N

WATERFRONT OF
REDWOOD CITY

*Bay Conservation and Development Commission

MARCH 21, 1974

UTILIZATION
OF THE
WATERFRONT

One of the primary factors making the Waterfront an unusual and attractive development is its nearness to the sloughs and San Francisco Bay. It is of primary concern that all development taking place here should be water oriented and take advantage of this vast resource if at all possible.

Industries located in the Waterfront will be water oriented using water for shipping or as a needed ingredient in the making of the product. The port will be redesigned to maximize new areas as "back up" for the storage and handling of products. With an efficient movement of material, the effective size of the Port can be increased.

Industries nearer Bayshore Freeway and away from the Port and Redwood Creek will be set aside for industries not needing water facilities, but using rail and road transportaion for the movement of goods.

Commercial facilities will also take advantage of waterways, even to the extent of providing boat "parking lots" where applicable. These commercial facilities will not be so large as to obstruct views of water and marsh areas.

Land which is not immediately developed will remain in open space and if it is never developed because of changing residential or industri patterns, will remain in open space.

Planning has been taking a stronger role in land use planning because the people want better development or no development at all. As was customary for many years, land that was made available for development and not used, was allowed to change uses until all land was developed. Today, there is a movement to control or even limit growth within each of the cities. Development for development's sake is not the best answer and perhaps we should take a harder look at land allocation. The Waterfront Committee decided that development should follow those classifications shown on the map and if they are not fully utilized, they will remain in open space.

Many commercial establishments will cater exclusively to boating enthusiasts and will be located in or near the marinas. Because of the great attraction to this area from parks, Marine World/Africa U.S.A., the Port of Redwood City and the National Wildlife Refuge, restaurants and small shops will be needed to serve the users of these facilities. All of these activities can be integrated within an area with no ill effects. Integrating commercial, industrial, and park areas does not necessarily create a pleasing atmosphere, but in waterfront areas it almost enhances each use. To many people who are not constantly around a waterfront, watching the movement of cargo on and off ships and boats sailing in and out of the harbor becomes a recreational pastime, it adds to the "character" of the area.

Residential areas along the waterways take advantage of the view and the visual openness of the surroundings. The waterways effectively enlarge each yard to include all the water that can be seen since there are no barriers to obstruct vision.

It is recognized that Redwood City is quite deficient in the acreage devoted to parks. The Waterfront has the capability of providing all the parks needed for Redwood City when it reaches its ultimate population. These parks, due to their location, will be water oriented. Most people within the San Francisco Bay Area enjoy being close to the water and participating in water sports.

The San Francisco Bay National Wildlife Refuge will add much open space acreage to Redwood City and provide much needed educational service relating to wildlife and ecology. There are very few areas left where wildlife can be observed in their natural state and have a guarantee against encroachment. The value of such an area within this city cannot be measured and will become increasingly important as more and more wildlife areas are taken over by the human population.

IMPLEMENTATION OF THE PLAN

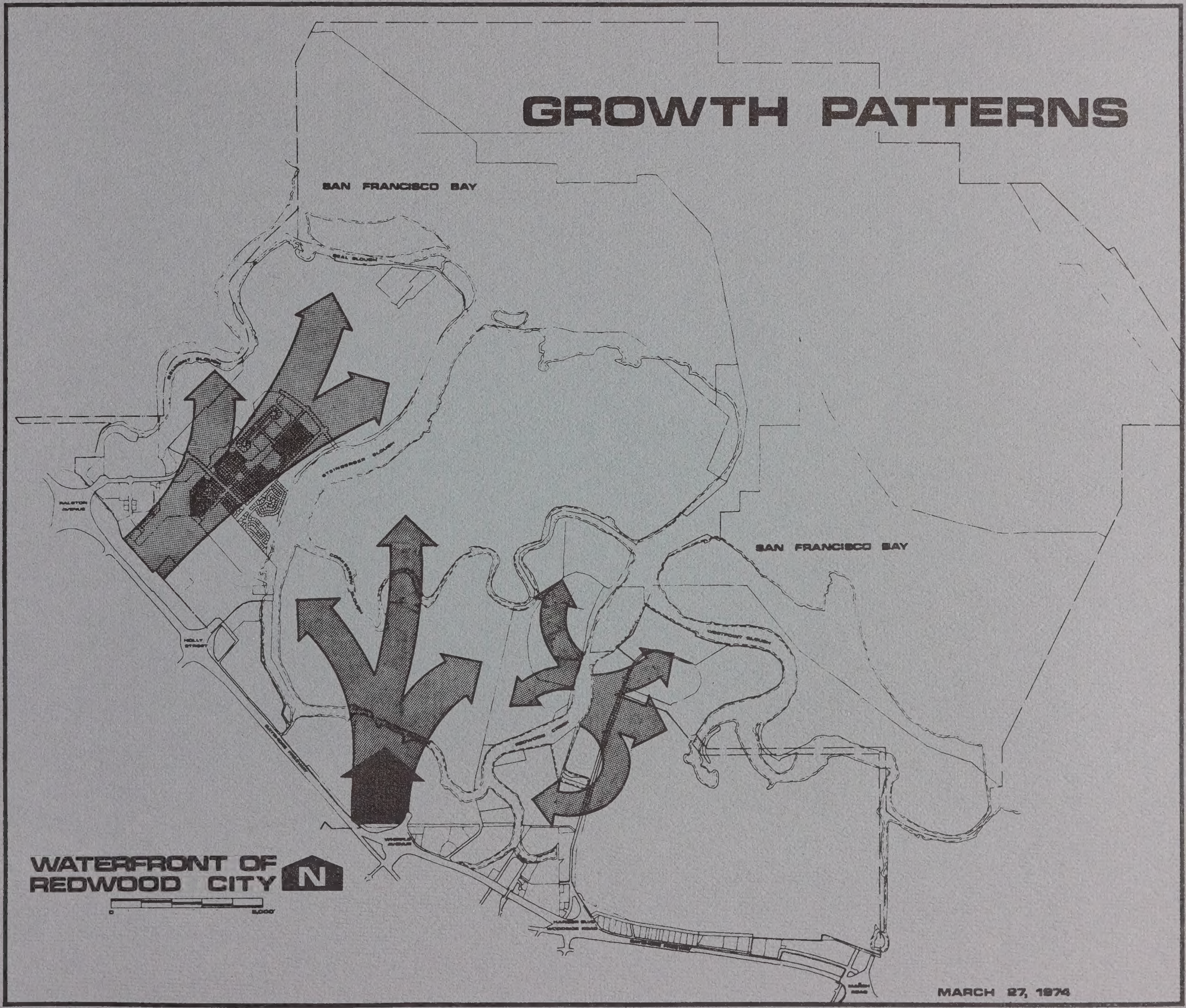
GROWTH AREAS

The growth areas are all areas not designated as wildlife refuge, water, parks and open space. They are called growth areas because there may be employment increases and or population increases at some future time.

Redwood Peninsula will continue its growth pattern from near the Bayshore Freeway to the end of the Peninsula, filling to Belmont Slough and Steinberger Slough on either side. The interior waterway will be extended and enlarged as development moves northward.

Bair Island is planned to develop much the same way as Redwood Peninsula. Salt pond A-12 (nearest Bayshore Freeway) should be developed first and then it will be necessary to build a crossing for Smith Slough to proceed with any further development. The next section of Bair Island could grow in two directions, from south to north (residential) and from east to west (industrial). The last section of Bair Island will have a limited amount of growth as compared to the rest of the Waterfront, but because of its use, regional park and wildlife refuge, it will require adequate access and services to meet these needs.

The land adjacent to the Port of Redwood City will develop from the Port out in all directions The Port will be the focus for the future activity in this area and many of the industries will try to get as near to the Port as possible to better utilize its services.


GROWTH PATTERNS
SAN FRANCISCO BAY
SEAL SLOUGH
BELMONT SLOUGH
STEINBERGER SLOUGH
CORKSCREW SLOUGH
RALSTON AVENUE
HOLLY STREET
BAYSHORE FREEWAY
SAN FRANCISCO BAY
WESTPOINT SLOUGH
REDWOOD CREEK
WHIPPLE AVENUE
WOODSIDE ROAD
BAYSHORE FREEWAY
MARSH ROAD
WATERFRONT OF
REDWOOD CITY
N
0
5,000'
MARCH 27, 1974

UTILITIES

Water service for the Waterfront can be provided from the Hetch-Hetchy aquaduct in a quality and quantity suitable for many years. It is not anticipated that communities who now are serviced by the aquaduct will be left without water because of inadequate supply. Water is available from beneath the surface of the Waterfront from fresh water aquifers. The problem which would ultimately arise from using this resource is subsidence of large portions of the Waterfront. Documentation of subsidence has been made by several cities, with the conclusion that it is quite harmful to use underground water since the land will require increased filling and the dikes will have to be constantly raised to counteract the sinking. It is also believed that sea water may seep into these cavities as fresh water is pumped out causing contamination of all this water.

Existing water lines leading to Redwood Peninsula are inadequate to handle future growth and will have to be expanded as growth continues. A water storage tank has been proposed to provide adequate fire protection and an emergency supply should the main line ever be severed.

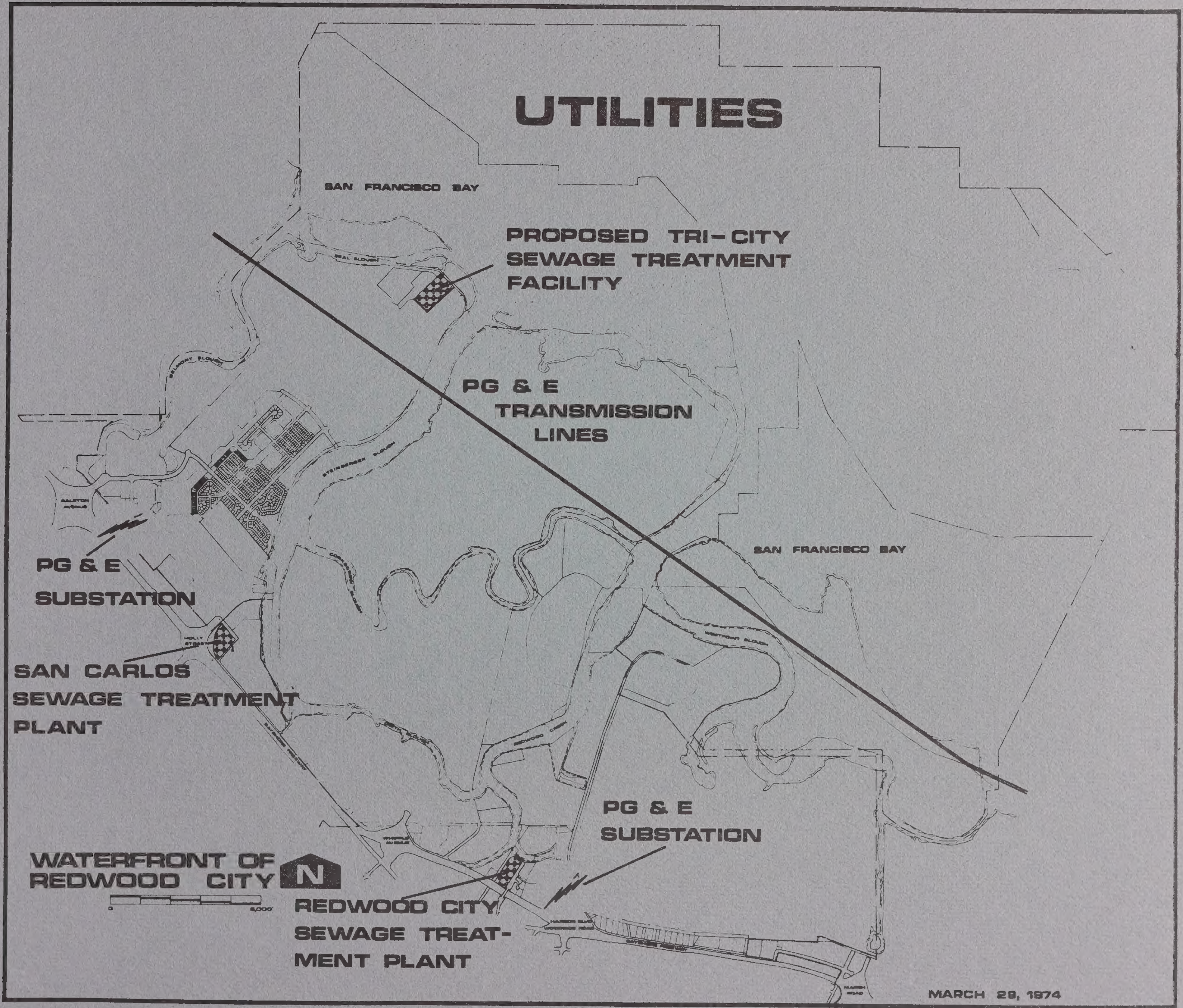
Bair Island has no water facilities and future growth will require lines to be put into this area. They will be patterned after most other water systems with storage facilities and a loop connect system so that should a break in the line occur, only a few people will be without water.

The Port and the land near the Port have inadequate water lines for fire protection for the area and any anticipated growth will certainly require new water lines. Since this is an industrial area the amount of water needed may be many times greater than a residential area and this will have to be taken into account when new lines are added.

Sewer systems on Redwood Peninsula will be built as needed and sewage will be pumped to the treatment ponds on the tip of the Peninsula. This sewage treatment system is now near capacity and plans are being made to enlarge them so that more residential units can be built.

A proposed $26 million tri-city sewage treatment facility has been planned on the tip of Redwood Peninsula on the site of the existing sewage ponds. This facility will provide service to Belmont, San Carlos and Redwood City and will substantially improve the effluent released by all three cities. It is hoped that the project can get underway by 1978 with Federal money funding most of the project.

Bair Island has no sewage facilities and any planned development will have to include systems adequate to meet future anticipated needs.



UTILITIES

SAN FRANCISCO BAY
PROPOSED TRI-CITY SEWAGE TREATMENT FACILITY
SEAL SLOUGH
BELMONT SLOUGH
PG & E TRANSMISSION LINES
STEINBERGER SLOUGH
RALSTON AVENUE
PG & E SUBSTATION
CORKSCREW SLOUGH
SAN FRANCISCO BAY
WESTPOINT SLOUGH
HOLLY STREET
SAN CARLOS SEWAGE TREATMENT PLANT
BAYSHORE FREEWAY
SMITH SLOUGH
REDWOOD CREEK
PG & E SUBSTATION
WHIPPLE AVENUE
WATERFRONT OF REDWOOD CITY
N
0
2,000'
REDWOOD CITY SEWAGE TREATMENT PLANT
HARBOR BLVD WOODSIDE ROAD
BAYSHORE FREEWAY
MARSH ROAD

MARCH 29, 1974

The Port area does have sewage lines, but they will be inadequate if there is any more development in this area. Industries which have a highly toxic effluent will be required to provide pre-treatment facilities if they want to have connections with the city's sewage treatment system.

Almost all growth in the Waterfront is contingent upon the completion of the new tri-city sewage treatment plant since the old plant, located on Maple Street, is extremely close to capacity. Redwood City would not want to risk paying heavy financial penalties because its effluent is considered dangerous to public health and therefore will limit some development until the completion of the new facility.

Gas lines to Redwood Peninsula are adequate for all future growth and are loop connected to Foster City. Earthquake valves have not been used because they are so sensitive that any ground shaking would shut them off and it is a very time consuming project to get every gas appliance working as it was originally. Earthquake valves will be used on buildings and facilities of public assemblage.

Bair Island has no gas facilities and a complete system will have to be developed as plans for the area are made.

The Port area has gas lines to meet most every future anticipated need. Ideal Cement Company used huge amounts of gas in making cement and since they no longer are in business in Redwood City, gas lines are running much below capacity. The only possible future problem may come from fuel shortages that cannot and have not been estimated.

Electrical connections to the Waterfront will not cause any difficulties and can be easily handled. Pacific Gas and Electric has two substations in the area which will be able to supply the power as needed. Electrical lines will be placed underground to eliminate overhead clutter and dangers from lines which have fallen because of high winds or seismic disturbances. The PG&E transmission lines extending through th entire Waterfront will remain above ground in their present location.

All the above mentioned utilities which will be underground will have to be located carefully to avoid dangerous situations. Old slough beds and fill areas have different settlement rates and these can cause stretching and breaking of lines if precautions are not taken at the time of building.

SERVICES

Fire protection will be provided on Redwood Peninsula by a fire station located to service all areas of Redwood Shores. Bair Island may also have a fire station but this determination will have to be made when more finalized plans for the area are available. The Port of Redwood City and adjacent areas will be served by existing fire stations and fire boats in Redwood Creek.

Police service will be maintained by routine patroling of the area by the Redwood City Police Department. There will also be water patrols by the Coast Guard, Federal officers involved with the National Wildlife Refuge, and the City Police Department.

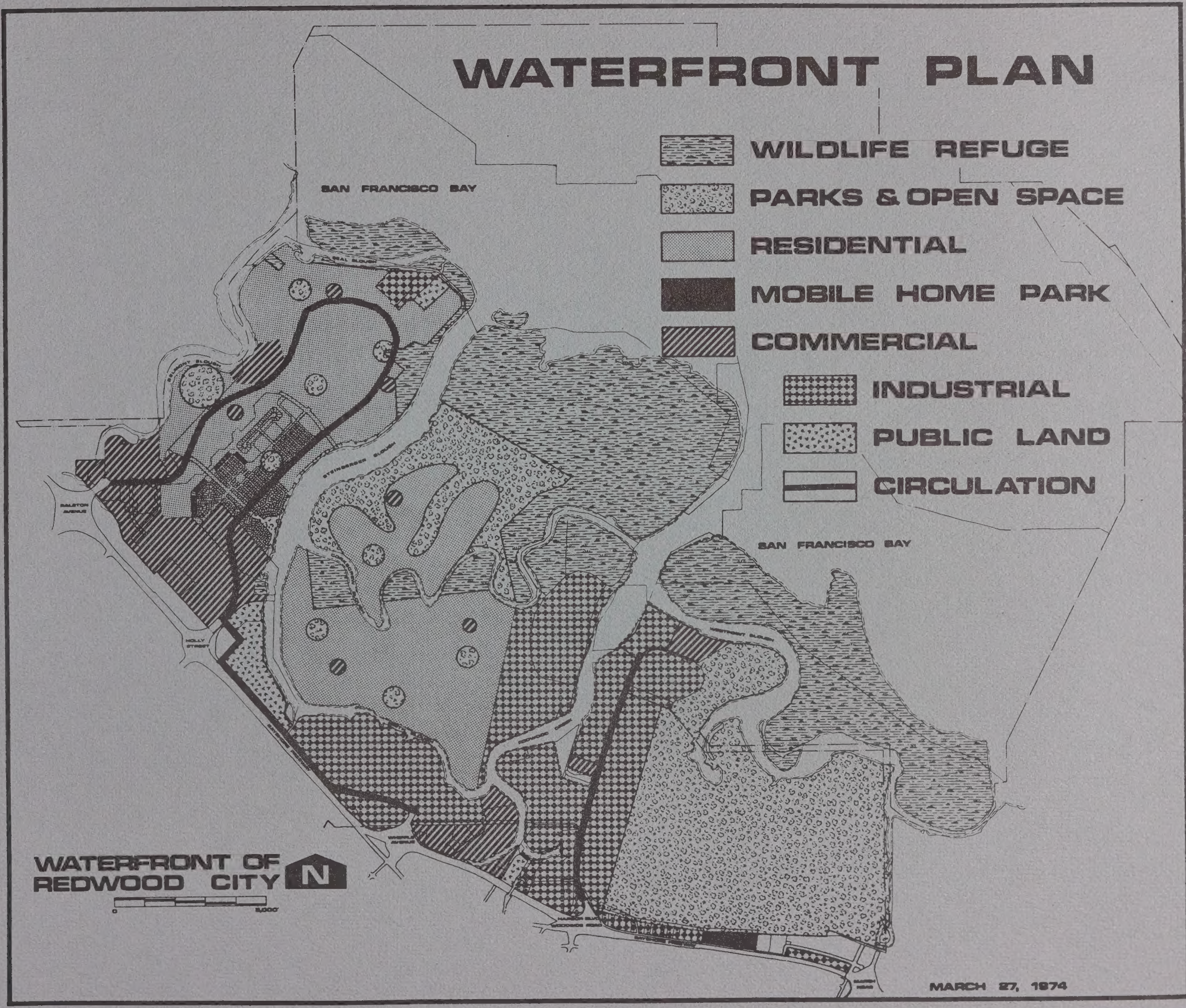
Schools will be provided in the residential areas and be close enough so that the children in elementary grades can walk just a few blocks to school.

A branch library is to be constructed to serve the people on Redwood Peninsula. The size and location are yet to be determined.

A community facility should be provided which will give residents a place they can have group meetings, extended educational facilities, and perhaps athletic facilities.

PLAN REVISION

This plan represents the best thinking and wishes of the Waterfront Committee at this time and in no way is intended as the ultimate final scheme for development of the Waterfront. There will be periodic review of this plan to determine its validity through the years and appropriate changes will be made at that time. Planning the Waterfront as well as the rest of Redwood City is an ongoing process and changes and deletions will be made to correspond with future actions.


WATERFRONT PLAN
WILDLIFE REFUGE
PARKS & OPEN SPACE
RESIDENTIAL
MOBILE HOME PARK
COMMERCIAL
INDUSTRIAL
PUBLIC LAND
CIRCULATION
SAN FRANCISCO BAY
SEAL SLOUGH
BELMONT SLOUGH
STEINBERGER SLOUGH
RALSTON AVENUE
HOLLY STREET
WESTPOINT SLOUGH
SAN FRANCISCO BAY
WATERFRONT OF REDWOOD CITY
N
0
5,000'
MARCH 27, 1974

U.C. BERKELEY LIBRARIES
C124902069